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GEOGRAPHIC SCHOOL BULLETINS

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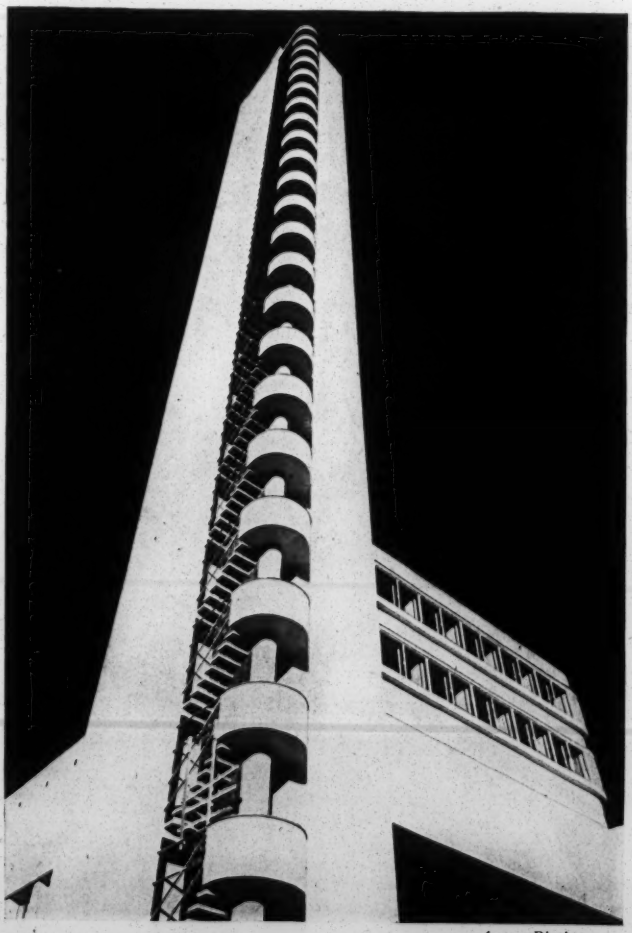
FINLAND'S SPEEDING AND SOARING ATHLETES INSPIRED SOME SOARING ARCHITECTURE

When Finland started out as a new nation in 1919, building boomed. New government buildings were needed, and Finnish architects gave them a dignity appropriate for nationhood.

Discarding the styles of former Swedish and Russian rulers, the Finns developed a new and strange architecture. They used Finnish granite instead of imported marble. They built massive structures, sturdy against the long winter and stripped of ornaments.

One of the newest such buildings was the stadium outside Helsinki, built to seat 50,000 spectators for the 1940 Olympic Games which were never held. It was dominated by a striking tower (left), whose outside stairs made a bold pattern of rectangles and semicircles. At the top is a press box for reporters and a radio station.

Many of Finland's imposing new buildings were damaged by bombing during the war (Bulletin No. 3).



Aarne Pietienen

GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Bulgaria Cuts Axis Supply Lines

BULGARIA, first nation to quit in World War I, was the fourth to abandon the Axis in World War II. The country was a valuable source of raw materials for Germany's war machine.

Bulgaria occupies a key position in southeast Europe. Lying south of Romania and north of Greece, the central Balkan kingdom is flanked by Yugoslavia on the west and Turkey on the southeast. It stands at the core of the Balkan countries, facing the Black Sea within 225 miles of the Soviet Union.

Inland Sofia on Historic East-West Route

Sofia (Sofiya), Bulgaria's capital and largest city, is a transportation hub of the Balkans. It is on the main rail line from Vienna to Istanbul. Branch lines run east to the country's Black Sea ports of Varna and Burgas, and south and southwest to the Greek and Yugoslav borders.

Although inland and not on a navigable river, Sofia was chosen as the country's capital because of its position near the heads of four rivers which cut paths through the surrounding mountains. The city commands the historic land routes to Belgrade on the northwest, to Istanbul on the southeast, to the Danube valley on the north, and to Greece and the Aegean Sea on the south.

Sofia had a population of 400,000 before the war. It then combined an ancient city with a new. The modern section was built after Bulgaria's liberation (1878-79) from more than five centuries of Turkish domination. In the old part of the city are relics of the Roman settlement. Founded by the Emperor Trajan as Serdica, the city was a favorite resort of Constantine the Great.

Eighty miles southeast of Sofia on the main Vienna-Istanbul railway is Plovdiv (Philippopolis). With a prewar population of 100,000, it is Bulgaria's second city. Plovdiv's history goes back to legendary times. Philip of Macedon captured it, and later a Roman emperor granted it the right to mint its own money. It is an important railroad junction and one of the leading commercial and educational centers of Bulgaria.

Nazi War Machine Devoured Bulgaria's Minerals

Varna, the third-largest city, with a population of 70,000, is a seaport at the northern end of the country's Black Sea coast. Burgas, 52 miles to the south, because of its central location handles more tonnage. Both these ports have land-protected harbors with good dockage facilities. The chief items of their normal trade are wine, beer, cotton goods, tobacco, grain, attar of roses, and leather.

Bulgaria's minerals, although limited, were a great help to the metal-hungry Nazi war machine. Manganese and chromium went to Germany in increasing quantities after the war began. Before the war, Bulgaria had supplied 15 per cent of Germany's chromium imports. The Germans had helped develop Bulgaria's ore deposits in the Rhodope Mountains. The country's iron ore output had advanced sharply before the war. Coal is Bulgaria's No. 1 mineral in point of quantity.

With the outbreak of the war Bulgaria's trade, in which Germany already led, became even more dependent on Axis markets and sources of supply. Until the Allied invasion, Italy was second to Germany on Bulgaria's trade lists. Italy exchanged textiles, chemicals, automobiles, machinery, and tools for Bulgaria's tobacco, wheat, poultry, corn, sunflower seed, and oil cake.

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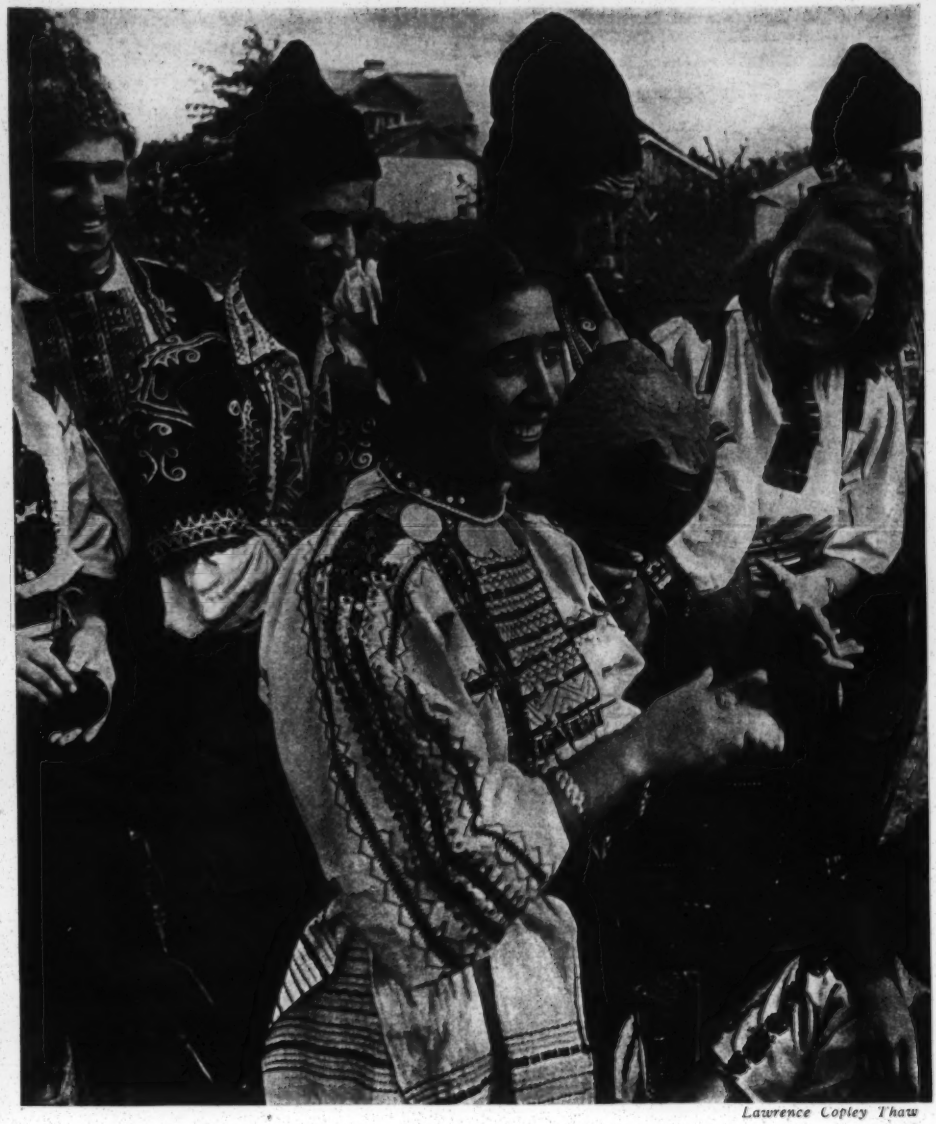

Lawrence Copley Thaw

THE BOOTLEGGED BAGPIPE CAN PLAY OPENLY IN BULGARIA NOW

The bagpipe was known in the Balkans early in history. It may have raised its shrill wail in Bulgaria before it became the traditional musical instrument of the highland Scot. When Bulgaria was ruled by the Turks, the bagpipe "went underground" and helped rebellious Bulgars preserve their folk music. Rebels fled to hide-outs in the mountains, taking the pipes with them, and lived as shepherds or traders. They played folk tunes as they guarded their sheep or led their caravans over lonely trails. The bagpipe in modern Bulgaria still accompanies men to work and enlivens their moments of leisure. And it is the star of such gala occasions as this outdoor entertainment near Sofia. The peaked lambskin caps of the men have superseded the fez of Turkish days. Shirts and jackets are as ornately embroidered as the women's dresses. After an unhappy interval as a Nazi satellite, Bulgaria has now signed a peace treaty with the Allies (Bulletin No. 1).

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Liberia, Africa's First Republic, Repays the U. S. with Bases

LIBERIA, lone republic in western Africa, whose rubber and strategic location give it world-wide importance, will soon have a port built under direction of the United States Navy. According to recently published details of a December 31, 1943, agreement between the United States and American-settled Liberia, all naval, military, and air installations will be supervised by the United States.

Once Liberia was hailed as the "promised land" for a few thousand freed American slaves of the early 19th century. The present day country has a bonanza in its desperately needed rubber. Air bases and harbors along its 350-mile coastline, facing the Brazilian bulge of South America across the narrowest stretch of the Atlantic, promise a speedier flow of supplies during and after the war.

Rapids and Shallows Hamper River Traffic

The country is on the southwestern corner of the great western overhang of Africa. The British colony of Sierra Leone is on the northwest, and the French colony of the Ivory Coast on the east. Somewhat larger than the State of Tennessee, Liberia's five counties have lush equatorial vegetation and rich untapped mineral resources capable of supporting far more than the estimated two and a half million people who now live there.

Liberia has a low sandy coastline with occasional promontories, a rolling interior plateau capped by mountains, and a dense tropical forest area which covers about five-sixths of the country—one of the best timber stands in West Africa. Although the country has more than 30 rivers, rapids near the mouth or shallow stretches make most of them unnavigable. Of the partially navigable streams, the Cavally and the St. Paul are among the most important.

In central Liberia lies a region famed for its magnificent growth of rubber trees. In climate and rainfall it is similar to the Brazilian district of Acre, original home of the rubber tree. First exploited by Europeans in 1898, the republic's rubber industry has surged rapidly ahead in recent years. Its development was speeded when an American company took an option on a million acres in 1925 and subsequently planted rubber trees on 75,000 acres.

English Is Liberia's Official Language

Between 15,000 and 30,000 Liberians work on the rubber plantations. The rubber is shipped through the growing port of Marshall, about 40 miles south of Monrovia, the capital. By 1941 Liberia was producing four times the 1936 amount of rubber. The 1941 shipments represented 80 per cent of Liberia's export trade.

In the African republic live 100,000 people who are often referred to as Americo-Liberians, descendants of American Negroes and others associated with them in the coastal towns. The almost two million Afro-Liberians are jungle tribes. Many have hardly been touched by civilization. Although English is the official language, more than 20 different native dialects are spoken.

The Americo-Liberians live in small towns along the coastal strip or on the rising plateau which extends inland for about 25 miles. For the most part they are traders, work in government offices, or conduct small businesses. The well-to-do live in two-story wooden houses with wide verandas reminiscent of old Southern homes. Bougainvillaea, scarlet acacia blossoms, oleanders, and palms transform the plain little houses into attractive homes.

UMI

Bulgaria maintained trade with German-dominated countries as far away as Denmark. It shipped to Romania such varied commodities as lambskins and pyrites (used in Romania's oil refineries) in return for oil, rock salt, and soda.

About four-fifths of Bulgaria's frugal, hard-working people make their living by farming (illustration, inside cover). Most of the farms are small, ranging from one to six acres, with only oxen as their work animals (illustration, below). On many farms big crops of tobacco are grown. Mulberry trees support a silkworm industry which served such direct war needs as parachutes, gunpowder bags, and surgical thread. Hides and skins from Bulgaria served Axis armies in boots, straps, and jackets.

Bulgaria also produces wheat, rye, barley, oats, and corn. It raises plums, grapes, apples, strawberries, and sugar beets, as well as cotton, sunflower seed for oil, and flax.

Note: Bulgaria is shown on the National Geographic Society's Map of Europe and the Near East. A price list of maps may be obtained from the headquarters of the Society, Washington 6, D. C.

For additional information, see "Bulgaria, Farm Land without a Farmhouse," in the *National Geographic Magazine* for August, 1932; and these GEOGRAPHIC SCHOOL BULLETINS: "Bulgaria's Trade Long Dominated by Germany," January 27, 1941; and "Why Are the Balkans the 'Powder Keg' of Europe?" November 4, 1940.

Bulletin No. 1, November 20, 1944.

Maynard Owen Williams

FOR A RETREAD, BULGARIA'S FARM TRACTOR NEEDS EIGHT UNRATIONED SHOES

Because the hoof of the ox is cloven, the blacksmith cannot use whole horseshoes on him. Instead he must be equipped with eight arcs of iron, each a half-horseshoe. The task takes twice as long as shoeing a horse, and to guard against the violence of an impatient ox, the smith ropes his customer to a special framework of sturdy poles. The animal's owner helps by acting as a snubbing post, the rope looped around his body. The cart and the roped animal's teammate wait in the background (right). Tractors were almost unknown in prewar Bulgaria. Horses were reserved for riding only. Wooden carts and wooden plows were pulled by oxen. For plowing, the stolid ox team might be slow to turn at the end of a furrow; so the farmer's wife customarily walks in front to guide them. One big job for the unhurried animals is to pull a cartload of sacked rose petals to market after the rose harvest in May.

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Finland, Land of Farms in the Forest

A HUNGRY, battered Finland has found that peace has many problems. Foremost have been those of clearing the country of former Nazi allies and adjusting to new boundaries.

In the peace treaty with the Soviet Union, Finland agreed to accept the Russo-Finnish frontier established in 1940, to surrender the Petsamo district in the north, and to lease to the U.S.S.R. the Porkkala Peninsula on the Gulf of Finland. This peninsula, just southwest of Helsinki, Finland's capital, is the site of a naval base controlling shipping in the Gulf. Ceding of the Petsamo region gives the U.S.S.R. a joint frontier with Norway from the Lake Inari vicinity to the Arctic Ocean. The ceded area includes Finland's only Arctic port and the Pitkajarvi nickel mines.

Lake Ladoga Goes to Russia

The 1940 boundary settlement, repudiated by the Finns when they marched against the U.S.S.R. with their German allies in 1941, had turned over to the Soviet Union two important patches of eastern frontier territory. The most extensive and most important stretch was the arc of land around Lake Ladoga in Finland's southeast; the transfer put Lake Ladoga entirely within Russian territory, and pushed the frontier to about 80 miles from Leningrad, which had formerly been 25 miles from the border. The transferred land included the whole Karelian Isthmus, with its industrial activities and ancient Viipuri, one of the country's most important cities. North of Lake Ladoga, the transfer gave the U.S.S.R. the towns of Sortavala and Suojarvi. Farther north, just above the waistline of Finland, the 1940 boundary cut off an eastward bulge where thinly populated Arctic Finland reached nearest to the U.S.S.R.'s Murmansk Railway (less than 50 miles from the old frontier).

But Finland, though shorn in the north and east, still retains its national earmarks. It is a land of lakes and islands, forests and fisheries.

The nation lies in the latitude of Alaska and southern Greenland. Greenland still wears its icecap; Finland's Ice Age shroud, though ancient history, has left its traces in the many lakes dug out by glaciers in their southward push.

In spite of the northern latitude, Finland's climate is moderate. Winter lasts about four months in the south, seven months in the north. Average winter temperatures range from 25 degrees Fahrenheit in the south to 12 degrees in the north. Regional summer averages are 63 degrees and 53 degrees, respectively. In summer, northern Finland has its midnight sun and even in the south there are only a few hours of darkness in the twenty-four.

Rapid Rivers Power Finland's Industries

From the low southern and western coasts the land rises to the Koli Mountains, near the eastern boundary, which top 1,000 feet. Finland's highest peak, Haltia, lifts its summit 4,300 feet in the extreme northwest. Rivers are numerous and swift. Their rapids have provided power for industries.

Life everywhere in Finland is close to the water. Canals link lakes and provide connection with the Gulf of Finland, to the south. This network of waterways is navigable for 3,000 miles, "floatable" for 29,000 miles. In peacetime thousands of timber rafts nose through shallows toward sawmills on deep water.

Most of the nearly four million people are farmers (illustration, next page),

UMI

Social and cultural life centers in Monrovia (population more than 10,000), named in honor of United States President James Monroe.

The building of airfields and new houses has changed Monrovia's appearance in recent years. American Negro troops are now stationed there. The lagoon is crowded with small surf boats, launches, and tenders. The business section parallels the waterfront in five main streets rising in tiers from Water Street. In the center of the city are the government buildings, the executive mansion, and foreign consulates. On the slopes of 350-foot-high Cape Mesurado lies a residential suburb.

Since Liberia was settled by Americans, its government is patterned on the American model. It has a Senate, House of Representatives, Supreme Court, a president elected for four years, and a vice-president.

Travel between the capital and the interior is difficult since there are less than 200 miles of improved roads (illustration, below).

Liberia's rich natural resources of figs, palm trees, cotton, coconuts, limes, pineapples, and avocados help to keep the cost of living down to the prevailing low wage level. The Liberians of the interior have few horses; their sheep have hair instead of wool. They maintain small herds of cattle.

The first American emigrants to Liberia sailed from Baltimore in November, 1833. They were financially aided by the United States Government and a philanthropic society. Upon their arrival in Africa they bought from native chiefs 1,000 acres of land near the present city of Monrovia. Included in the purchase price were a barrel of beads, three mirrors, and four umbrellas. Liberia claimed its independence July 26, 1847, but was not recognized by the United States until 1862.

Liberia has more than 200 schools, and literacy has steadily increased.

Note: Liberia may be located on the Society's Map of Africa.

For further information on Liberia, see "Liberia, a U. S.-Built Haven for U. S. Forces," in the GEOGRAPHIC SCHOOL BULLETINS, November 9, 1942.

Bulletin No. 2, November 20, 1944.

T. J. Alldridge

LIBERIA'S BRIDGE BUILDERS ARE WEAVERS RATHER THAN WELDERS OR RIVETERS

A suspension bridge in Liberia is a job of fine handicraft rather than an engineering project. This swinging *yenketti*, bridging a forest stream, is made of fibers of native plants. The twisted strands and sticks are woven into a hammock that is suspended by fiber cables from trees and branches on either side of the river. Liberia has no railways and less than 200 miles of roads. In the dense forests all travel moves along crude trails. The express, mail, and freight of Liberia's hinterland must travel on the backs of native porters and cross such swaying rustic bridges. Americans came to this western Africa republic between world wars to start rubber plantations. They helped stretch the country's 26 miles of road to nearly 200.

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Pungent Pumpkin Is Indians' Gift to Pie

WHILE still passing the ammunition, the U. S. Army will be passing plates for a special holiday dinner in Europe this coming Thanksgiving Day. Mess halls and field kitchens are scouring kettles in preparation for turkey with gravy, sage dressing, and cranberry jelly. But the second-helping squad expects to work overtime on the dessert—pumpkin pie.

This pungently fragrant concoction is the child of a happy international marriage of foods, English and Indian.

Pies have padded the waistline of residents of the British Isles for at least six centuries. Chaucer's highest praise of a cook was that he could "wel bake a pye." But before the days of Queen Elizabeth the piecrusts always enclosed meats—pork pie, venison pie, eel pie, rabbit pie. A recipe used in London around 1650 called for eight marrow bones, eighteen sparrows, and a peck of oysters, to be seasoned with citron, cinnamon, artichokes, chestnuts, and about three pounds of other ingredients. Remember the nursery rhyme's four-and-twenty blackbirds baked in a pie? But pumpkins for pie-filling are an all-American idea.

Indians Cooked Dried Pumpkin in Bear Fat

Captain John Smith, exploring the wilds of Virginia, saw the vegetable growing in the Indian gardens of Powhatan's tribesmen. "In May also amongst their corne, they plant Pumpeons," he reported.

Throughout North America the fat round vegetable had been an Indian staple, tamed by some prehistoric redskin to supplement the food brought in by hunters. The Indian planter welcomed a vegetable that would grow between his widely spaced rows of corn, giving him more harvest without the necessity of clearing more land. Squaws wielded their clamshell hoes to weed the corn, pumpkins, and squash, glad of some variety in the limited diet of fish and game, wild roots and berries, nuts and seeds.

Some tribes, such as the Pimas and the Yumas, dried the plump pumpkins in strips for midwinter meals. Hungry squaws soaked the leathery strips overnight in water and boiled them. Dried pumpkin seeds were a side dish. Seeds were sometimes buried with Pawnee dead.

Chippewas smoke-cured slivers of pumpkin, which would keep for two years. Their cooks prepared it for dinner by boiling it with maple sugar for seasoning. Chippewa women also collected pumpkin blossoms, dried them, and used them to season soup. A favorite Indian recipe was dried pumpkin fried in bear fat.

Poems for Pumpkins That Saved Starving White Man

The Creek Indians before the white man came used to celebrate their harvest with a pumpkin dance. Among the Cherokee, their phrase for "smooth as a pumpkin" was a comical synonym for bald-headed.

This sturdy stand-by of the Indian cook was already growing in New England when the Pilgrims landed. When the wheat brought over on the *Mayflower* failed to produce an adequate crop, the hungering white men filled up on Indian vegetables. The lament of a meat-hungry settler in 1630 concluded with the lines:

"We have pumpkins at morning and pumpkins at noon.
If it was not for pumpkins we should be undone."

UMI

but only a fraction of the land is tilled. The chief crops are rye, barley, oats, hay, and potatoes. Half the farm land is used by the dairy industry. One-tenth of Finland's exports are normally dairy products.

With water and woods their birthright, Finns naturally turn to fishing and forestry. Forests cover about three-fourths of the total land area. Stands of pine, spruce, and birch are abundant. Wood products account for about four-fifths of the peacetime value of exports. Future supplies of timber have been assured by strict conservation.

Notable in the nation's growth has been the rise of the cooperative system. In 1939 more than 7,000 cooperative trade groups were active. Membership topped 900,000. Cooperatives did about 40 per cent of the wholesale business, and about 25 per cent of the retail business.

The biggest city is the capital, Helsinki, with a prewar population of 305,000. Next in size were Tampere, with 76,700, and Turku, with 74,300. All other cities ranked below 40,000 in population.

All but 160 miles of Finland's 3,600 miles of railways are publicly owned. The 24,000 miles of telegraph lines are likewise publicly owned, and part of the 118,000-mile network of telephones.

Pix

LITTLE PIGS GROW UP TO BE BIG ITEMS OF EXPORT

One of Finland's attractions for her late Nazi allies, in addition to an ideal site for launching an attack on the U.S.S.R., was exportable food. Barely seven per cent of the area is farmed. Yet before the war the country was able to ship away pork, venison, poultry, butter, cheese, and eggs. Pigs on Finnish farms were not numerous (only half a million before the war), and more than half of them faced export as their fate. Finland's food shortage keeps them at home now. Finnish women have long shared men's work on the farm, in the factory, and in the city. Women lumberjacks, bank tellers, and street-car conductors are not rare.

Note: The new boundaries of Finland will be shown on the National Geographic Society's Map of the U.S.S.R. which will be issued as a supplement to the December, 1944, *Magazine*.

For further information about Finland, see "Farthest-North Republic," in the *National Geographic Magazine* for October, 1938*; and, in the GEOGRAPHIC SCHOOL BULLETINS, March 6, 1944, "Finland a Factor in Northern Europe's War Developments"; "New Boundaries for a Shorn Finland," April 1, 1940; and "Finnish Battlefields Beside Ladoga, Europe's Largest Lake," March 4, 1940. *(Issues marked with an asterisk are included in a special list of Magazines available to teachers in lots of 10 for $1.)*

Bulletin No. 3, November 20, 1944

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Cities of Southern Netherlands Combine History and Industry

IN THEIR northward drive which swept the Germans across the Maas (Meuse) River, Allied armies have taken a trio of busy industrial and market towns of the Netherlands province of North Brabant.

These three cities, Eindhoven, Breda, and 's Hertogenbosch, form a triangle. The 32-mile base parallels the jagged border between the Netherlands and Belgium from Breda southeast to Eindhoven. 'S Hertogenbosch, at the apex of the triangle, is 25 miles northeast of Breda, 20 miles northwest of Eindhoven.

'S Hertogenbosch Was a Traffic Center of North Brabant

'S Hertogenbosch is the capital of North Brabant, a province about the size of Delaware. The city had a population of 48,000 before the war.

Five railway lines and many highways converge there. The city's position at the junction of the Dommel and Aa rivers and the Zuid Willemsvaart Canal gives it access to the waterway network interlacing the Low Countries. The three streams join to form the Dieze River, which flows into the Maas three miles north of 's Hertogenbosch.

The name 's Hertogenbosch means "the Forest of the Duke." (The solitary 's is an abbreviation of the possessive *des.*) The French name for the city—Bois-le-Duc—is often used.

The duke in question was Godfrey of Brabant, who chartered the town in 1184. The forest was used for hunting, but it also served as a hide-out for robber bands. As a defense against these marauders a portion of the forest was cleared, and a castle was erected. The town grew up around the castle.

'S Hertogenbosch has a 16th century town hall and a 15th century cathedral built on the foundations of an 11th century structure. Erasmus, noted Renaissance scholar, attended school in 's Hertogenbosch.

Before the war, 's Hertogenbosch was the busiest city in the province, with a thriving cattle trade and a meat packing industry. On market days the market place and cafes were crowded. Boats and barges clogged the canal.

Eindhoven Was the Schenectady of the Netherlands

Eindhoven is a factory center and the largest city of North Brabant. It had a prewar population of more than 110,000. It is one of the leading communications centers of the Netherlands. Situated at the junction of the Dommel and the Gender rivers, Eindhoven is the hub of five highways and two railroads. It had an airport before the war.

Its chief industry was the Philips factory, one of the largest producers of electrical apparatus in Europe, which specialized in radio equipment and electric light bulbs. Eindhoven also had large textile mills, and match and tobacco factories. Its industrial development made it a prize for the Germans on their westward move in May, 1940.

Breda, the Netherlands West Point, Was Site of Manhattan Transfer

Breda is a 900-year-old town whose people have long looked to three industrial c's for their living—cloth, carpets, and cigars.

It is situated on the Merk River, about 4 miles from the Belgian border and 60 miles from the German frontier. Canals connecting it with the North Sea make Breda a port. Before the war the city had about 50,000 people.

UMI

No doubt stung by the comment of a Pilgrim father, despondent at the monotonous fare—"What? Pumpkin again?"—an anonymous Pilgrim mother invented pumpkin pie. This vegetarian version of the old meat pie was boosted to popularity by efforts of stern Puritans to substitute American practices for English traditions, building up Thanksgiving at the expense of Christmas. Native-born pumpkin pie was then considered more acceptable than such imported recipes as mince pie.

The new dish, becoming as much a New England staple as baked beans, inspired Whittier to write "The Pumpkin" in praise of "the rich pumpkin pie."

By 1825, the typical dinner of New England farm families consisted of roast beef with turnips and potatoes, with pumpkin pie for dessert.

The keeping qualities of the hard-shelled pumpkin endeared it to Americans in the era before tin cans offered them another chance for winter variety. George Washington planted it at Mount Vernon, rotating the pumpkin crop with oats. Now it is widely grown in Europe, especially in the Balkans (illustration, below).

The New World vegetable inherited its name from ancient Greece. The original word, *pepo*, meant "sun-ripened," and was applied to muskmelons. Through the centuries it came to be mispronounced *pepon*, then *pompon*. When Shakespeare used it to ridicule Falstaff, it was "pumpion." Instead of learning the Indian name, as they did for squash, American settlers gave this inaccurate name secondhand to the pumpkin. In the early 19th century, dictionaries still maintained the vegetable was a pompion, branding "pumpkin" a corruption of the older word.

Bulletin No. 4, November 20, 1944.

Rudolf Balogh

HUNGARY'S PUMPKINS MAKE UNCERTAIN SEATS BUT SURE-FIRE SUCCESSES ON THE MENU

This Hungarian child may not feel comfortable perched on a pile of pumpkins, but she wouldn't be willing to give it back to the Indians, who gave it to her country. The jumbo vegetable, which the Indians of the Americas domesticated, is now a favorite in Hungary, along with Indian corn. Instead of hot roasted peanuts, Hungarians stop at the street corner to buy slices of hot roasted pumpkin. The country's cattle get some pumpkins for fodder.

In the 16th century, Netherlands nobles built walls to defend the town against the French and the Spaniards. Nevertheless, it was captured twice by the Spaniards (illustration, below) and twice it fell to the French.

With the return to Netherlands rule early in the 19th century, Breda became a peaceful industrial town. The old ramparts were removed and the city trusted to its natural defenses—the surrounding marshes which could be flooded to form a barrier belt.

Breda's history has an American chapter, in which Manhattan Island figures. In 1626 the Indians sold Manhattan to the Dutch West India Company for $24 worth of cloth and beads, and on it New Amsterdam was established. In 1664 the English took the island from the Dutch and renamed the settlement New York. This second transfer of title was confirmed by a treaty signed at Breda in 1667.

Breda's principal Protestant church, the Groote Kerk (Great Church) is a 14th century Gothic edifice. A Renaissance palace, built in the 16th century, gave refuge to Charles II during his exile from England. It now houses the royal military academy which makes Breda the West Point of the Netherlands.

Note: Cities of the southern Netherlands may be located on the Society's Map of Germany and Its Approaches.

See also: "Behind Netherlands Sea Ramparts," in the *National Geographic Magazine* for February, 1940*; and "A New Country Awaits Discovery," September, 1933; and in the GEOGRAPHIC SCHOOL BULLETINS, October 9, 1944: "The Netherlands a Water-Ruled Vestibule to Germany."

Natural color photographs of Netherlands scenes, "Nooks and Bays Around the Zuider Zee" and "Tulip Time in the Netherlands," are available as separate color sheets. *(A list of color sheets will be sent if requested from the Society's headquarters, Washington 6, D. C.)*

Bulletin No. 5, November 20, 1944.

Cohnitz from European

AN EARLY SURRENDER OF BREDA IS STILL COMMEMORATED IN SPAIN

Breda has fallen into enemy hands many times, from the Spanish conquests of the 16th and 17th centuries to the invasion of the Germans in the 20th. In 1625, after a year's siege, Breda surrendered to the Spaniards for the second time within a century. This second Spanish conquest of the city was depicted by Spain's great artist, Velasquez. His painting shows the scene at Breda when Justin of Nassau offered the keys of the city to the conquering Spanish General Spinola. Behind the Spanish commander rise the parallel lances of his soldiers (right background) which have given to the painting the name "Las Lanzas." The picture hangs in Madrid's Prado Museum, where 20th century artists came to copy it before the war.

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